

~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~ 25X1ACOUNTRY Yugoslavia and Bulgaria REPORT NO. \_\_\_\_\_TOPIC Railroad Bridges in Yugoslavia and BulgariaEVALUATION see below

PLACE OBTAINED \_\_\_\_\_

25X1A

DATE OF CONTENT \_\_\_\_\_

DATE OBTAINED \_\_\_\_\_

DATE PREPARED 15 November 1949

REFERENCES \_\_\_\_\_

PAGES 3 ENCLOSURES (NO. & TYPE) 2 blueprints

REMARKS Since Yugoslavia and Bulgaria are no longer target areas, the  
information available on railroad bridges in these countries  
is fragmentary.

Document No. \_\_\_\_\_

NO CHANGE in Class. \_\_\_\_\_

☒ DECLASSIFIED

Class. CHANGED TO: \_\_\_\_\_

DECLASSIFIED ON: \_\_\_\_\_

Date: 25 MAY 1978 By: 24

RETURN TO CIA LIBRARY

25X1X

Yugoslavia Auth: \_\_\_\_\_

a. DOBOJ Railroad Bridge over Bosna River (N 44/43, E 18-05)  
 (Annex 1)

This bridge is on the newly constructed single-track standard-gauge railroad line from SARAJEVO to SAMAC. It has two side-walks protected by a steel railing and provided with bypasses over the four piers.

Length: About 45 meters  
 Width: 4½ meters

Four concrete piers, abutments blasted into the rocks.

River clearance: 7 meters

Superstructure: Double T girders embedded in a 15-inch concrete layer. Wooden ties resting on ballast; one track with safety rails.

River bed: Coarse gravel and detritus. During the construction work the water level was only 16 inches.

25X1X

b. Railroad bridge on the single-track standard-gauge OGULIN-SPLIT line. \*

Near GOSPIC (N 44-34; E 15-24), there is a 40-meter bridge over the Lika River, south of KNIN, there is a 15-meter bridge over the Krka Brook (N 44-02; E 16-13).

25X1X

c. Railroad bridge near FUZINE (N45-18; E 14-43) \*\*

A 20-meter bridge over the Licanka Brook, one track.

25X1X

d. Railroad bridge near GRADEC (N 41-23; E 22-22)

During the war the two railroad bridges across the Vardar River located between KLISURA and MIROVCI were destroyed. Instead of reconstructing these bridges, the line was transferred from the eastern to the western bank of the river,

CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~~~CONFIDENTIAL~~

This document is hereby regraded to  
 CONFIDENTIAL in accordance with the  
 letter of 16 October 1973 from the  
 Director of Central Intelligence to the  
 Archivist of the United States.

Next Page

(Annex 2). For this purpose a roadbed 2.2 m wide was blasted into the mountains extending along the bank of the Vardar River. The blasted rocks were utilized for the foundations of the roadbed. The rails of the previous line were used for the new one (length of rails: 10 to 12 m), but new wooden ties were laid. Connections between rails, screws, between ties and rails, nails. A concrete-lined, single-tracked tunnel, 270m long, had to be built in the northern section of the line; in the center, a concrete arch bridge with a span of 30 m was built over a gorge. The single-track standard-gauge line is 10 km long and was constructed by Yugoslav civilian workers and German PWs from the summer of 1945 to July 1946. The line was opened in August 1946.

## 2. Bulgaria

No information is available on the following railroad bridges:

ZLOKUCHEN	RR Bridge over Colema Kemchiya River	(43-07;27-01)
TRNOVO	RR Bridge over Yata River	(43-04;25-37)
LEVSKI	RR Bridge over Osma River	(43-22;25-12)
KARLUKOV	RR Bridge over Iskr River	(43-12;24-05)
KURILLO	RR Bridge over Iskr River	(42-46;23-20)
KARNOBET	RR Bridge over Azmak Dere River	(42-38;26-53)
TULOVO	RR Bridge over Tundze River	(42-33;25-33)
PROVDIV	RR Bridge over Maritsa River	(42-09;24-44)
SOPYA	RR Bridge over Iskr River	(42-40;23-25)
DUPNITZA	RR Bridge over Dzherman River	(42-16;23-06)
KHARKAULI	RR Bridge over Olu Dere River	(41-55;25-55)
KHLSNA	RR Bridge over Struma River	(41-45;23-10)

### Field Comment:

Due to the rerouting of the railroad line (para 1d) the bridge near CRABEC is no longer required. The bridges listed in para 1a through d are of minor importance, since they are of short spans and not high above the river level. In event of demolition they can be speedily repaired. Further data on the bridges may be obtained from [REDACTED]

[REDACTED] the following records may be utilized:

25X1A  
25X1A  
25X1A

25X1A

a. [REDACTED]  
Index and description of bridges, viaducts and tunnels, area BELGRADE-NISH-PIROT.

b. Card No 7397:

Table with location, length and condition of bridges in Yugoslavia.

c. Card No 7215:

Complete cardex on railroad net in Bulgaria.

d. Card: CIA/IC - 9649:

Report on Bulgaria's railroad system.

These records date from the period between 1941 and 1944. Relative to the number, location, and total length of objects they may be considered to be correct even today. Only construction details such as the used material, number of piers and spans may, for the time being, be different since many of these bridges, which were destroyed during the war, have been

~~SECRET-CONTROL/US OFFICIALS ONLY~~

3

**CONFIDENTIAL**

25X1A

reconstructed in a temporary way. If and when these make-shift structures will be replaced by permanent ones these bridges may be assumed to be rebuilt in their previous form so that the mentioned data will again be valid.

2 Annex: New IR Bridge across the Bosna River near KAKANJ.  
RR Construction south of TITOV VELLS.

25X1A

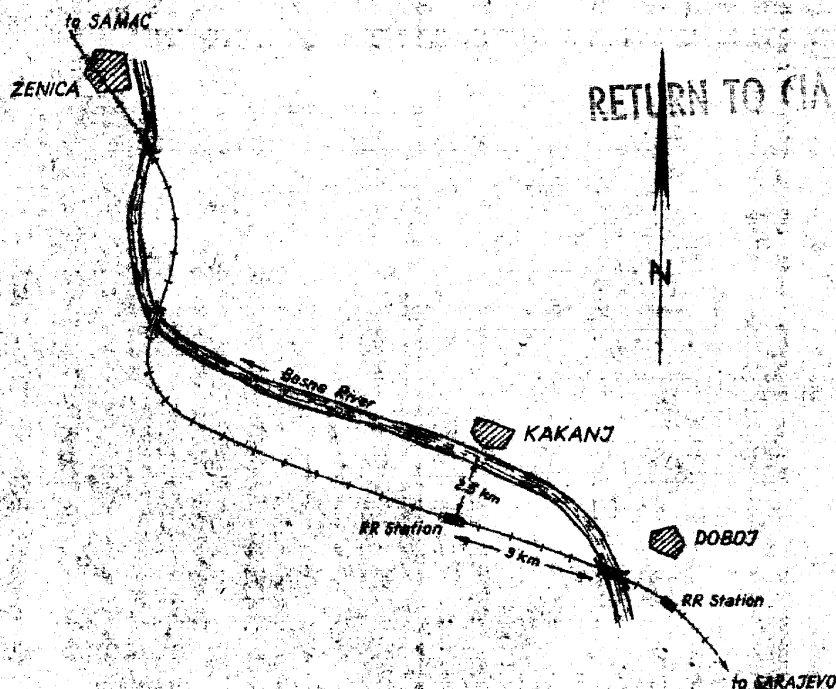
~~SECRET-CONTROL/US OFFICIALS ONLY~~

**CONFIDENTIAL**

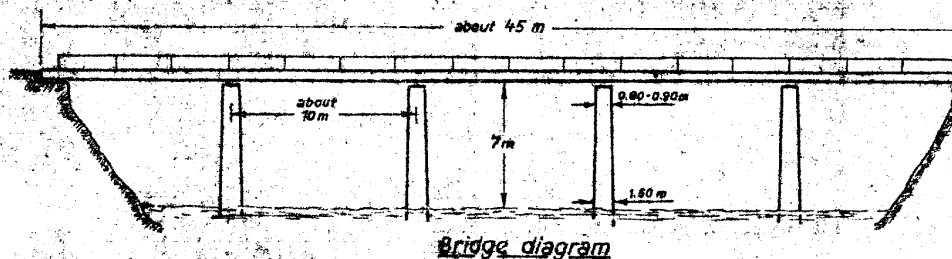
SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1A

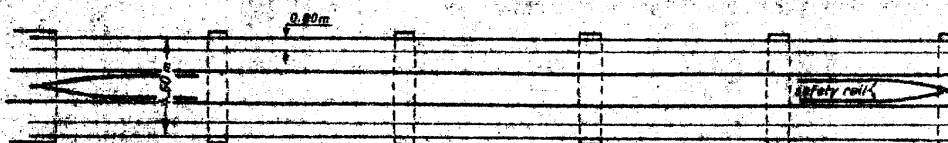
New RR Bridge across the Bosna River near KAKANJ



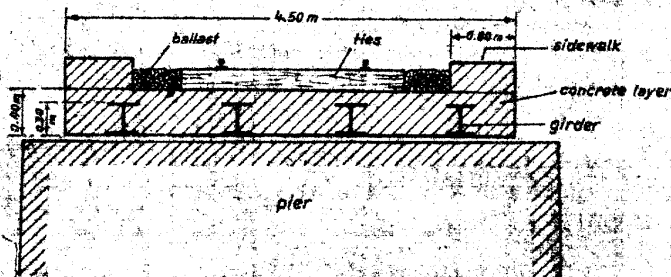
RETURN TO CIA



Bridge diagram



Top view



Cross section

SECRET/CONTROL - U.S. OFFICIALS ONLY

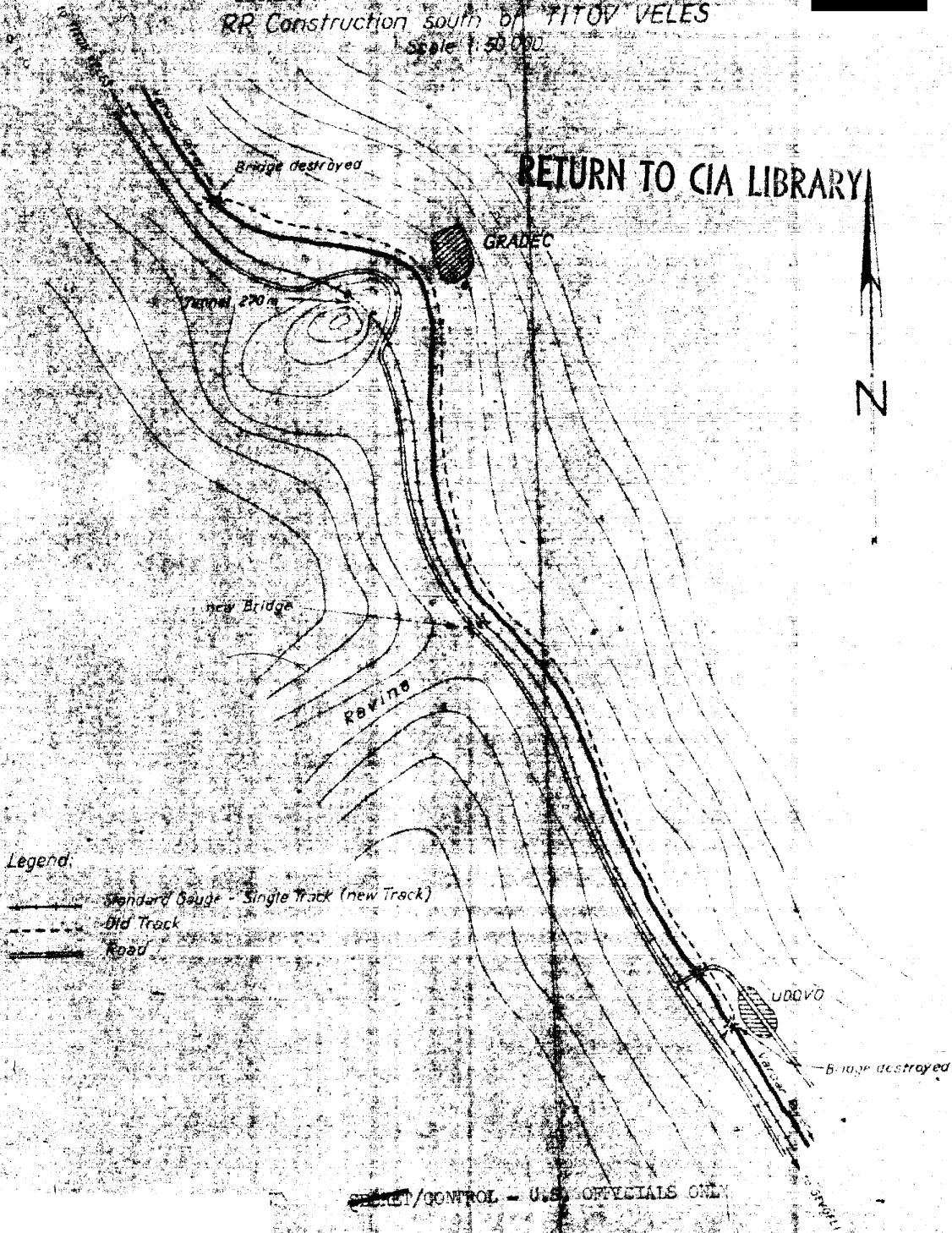
CONTROLLED DISTRIBUTION Sanitized - Approved For Release  
CIA-RDP82-00457R004000010009-1

Annex 2

25X1A

SECRET/CONTROL - U.S. OFFICIALS ONLY  
RR Construction south of TITOV VELES  
Scale 1:50,000

RETURN TO CIA LIBRARY



SECRET/CONTROL - U.S. OFFICIALS ONLY

Sanitized - Approved For Release  
CIA-RDP82-00457R004000010009-1